

GUIDE

to your New

1958

Chevrolet



CLASSIC CAR ARCHIVE

Scanned & Digitized by Keith Galt

A 50th Anniversary Message from the President of General Motors



On the occasion of this our 50th Anniversary Year, it is a pleasure to welcome you into the General Motors family of car owners. I wish I could welcome you personally and point out to you the many outstanding features that make this Golden Milestone car that is now yours the very finest automobile that Chevrolet has ever produced. However, you are no doubt finding this out for yourself.

If you have owned a General Motors car before, may I thank you for your continuing patronage. It has helped make possible our progress, which in turn has contributed so much to the driving convenience, comfort and pleasure of so many millions of Americans.

If this is your first General Motors car, there is one important point I would like to impress upon you. In General Motors we recognize and to the best of our ability endeavor to observe this cardinal principle: that whatever success we have achieved or will achieve derives in whole from serving the customer well.

I am sure you will agree that our Golden Milestone lines of cars provide tangible evidence of this effort on our part to achieve full customer satisfaction. In quality and design they have built into them the accumulated experience and skill of our workers plus the technical advances which have come from the inquiring minds of our engineers, research men and other technicians.

A 50th Anniversary is important only as it serves as an occasion for taking stock and particularly for pausing to chart the road ahead. As we move into our second half-century, it is our firm resolve to make of it a second half-century of progress for our customers, for all those associated with us in the operation of our business and, to the extent that it lies within our power, for the country.

A stylized, handwritten signature of Harlow H. Curtice in dark ink.

HARLOW H. CURTICE

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All information contained in this booklet is based on the latest product information available at the time of printing. The right is reserved to make changes at anytime without notice.

Your 1958 Chevrolet is the newest and finest Chevrolet ever built—designed to serve you faithfully and economically for many thousands of miles. The information and suggestions found in this owners manual can help you enjoy, to the fullest, all of the advantages and features built into your Chevrolet.

Your Chevrolet dealer is well trained and equipped to inspect and service your Chevrolet and keep it ready to provide new car service and performance. Have him inspect and service your car at regular intervals.

We would also like to take this opportunity to thank you for choosing Chevrolet—and to assure you of our continuing interest in your motoring pleasure and satisfaction.

CHEVROLET MOTOR DIVISION.

GENERAL MOTORS CORPORATION

DETROIT 2, MICHIGAN

PART NUMBER 3750346
FIRST EDITION

OPERATION

Your Chevrolet has been designed and manufactured to provide you with superior power, stamina and safety. You can depend on continued service, dependability and enjoyable driving for years to come.

Keep in mind, however, that every automobile has the potential to become a deadly weapon as well as a thing of convenience and enjoyment. Many of the features which make your Chevrolet so desirable to own and drive could, if not handled in a safe, intelligent manner, lead to property damage and injury to yourself and others.

So drive your Chevrolet with all the care and courtesy that you would like other drivers to use. Drive carefully and observe all traffic laws. Be prepared to move over and let the "crazy driver" go by. Don't use the power of your Chevrolet to "show him up." Follow all the common sense "rules of the road" and you will find that, as a safe driver, you will get more enjoyment from your new Chevrolet and you will help to make all driving safer for everyone.

BREAKING-IN PERIOD

Sound design and precision manufacturing methods will permit you to operate your new Chevrolet in a normal manner from its very first mile without adhering to a formal "break-in" schedule. However, during the first few hundred miles of driving you can, by observing a few simple precautions, add to the future performance and economy of operation of your car.

It is recommended that your speed during the first 500 miles be confined to a maximum of 60 M.P.H., but do not drive for extended periods at any one constant speed, either fast or slow. During this period, avoid full throttle "jack-rabbit" starts and quick, abrupt stops. Gentle braking during the first few hundred miles of operation will result in longer brake life and better future performance.

After 500 miles, your Chevrolet may be called upon to deliver any speed you desire, within local regulations, for as long as you wish. It is best, however, to drive at a reasonable speed until your engine has completely warmed up.

SEAT ADJUSTMENTS

First of all, try the seat of your Chevrolet and adjust it to suit yourself. The front seat may be adjusted forward or backward into the most comfortable driving position for you. With the seat properly adjusted you should be able to see out easily, and reach both the steering wheel and foot pedals.

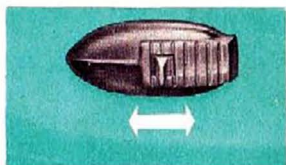
Manual Adjustment

Press down on the adjustment lever on the drivers side of the front seat and adjust the seat to the most comfortable driving position for you. Then release the lever, locking the seat in this position.



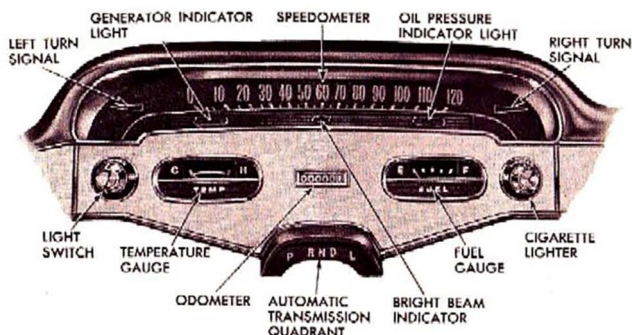
Power Adjustment

If your car is equipped with the optional Power Seat assembly, an adjustment switch replaces the adjustment lever. Moving the switch forward causes the seat to move forward to the desired position. Moving the switch rearward moves the seat back.



DRIVING INSTRUMENTS

As you sit in the drivers seat of your new Chevrolet, you'll find all driving instruments and gauges in the instrument cluster directly in front of you, conveniently located for quick, easy viewing.



Speedometer

At the top of the instrument cluster is the speedometer, which shows your speed in miles per hour. An odometer, located below the speedometer registers accumulated mileage.

Fuel Gauge

The electrically operated fuel gauge operates only while the ignition switch is turned "ON," returning to the empty mark when the ignition switch is in "OFF" or "LOCK" position.

Temperature Gauge

Indicating the temperature of the engine coolant, this gauge may register anywhere within the band and still indicate normal operating temperatures. Hot weather, long hard driving, or prolonged idling may cause the indicator needle to be in the high range of the band. However, if the needle moves clear to the HOT end of the band, stop the engine until the cause of the overheating is determined.

Generator Indicator

Normally off, this indicator will show a red signal light when the generator is not charging. If the light is continually on while driving, the cause of the trouble must be found and corrected quickly.

Oil Pressure Indicator

Normally off, this indicator will light up only when oil pressure is low. If it remains lighted while driving, the engine should be stopped immediately and the cause of the low pressure found and corrected.

NOTE: Generator and Oil Pressure telltale lights will light when ignition switch is turned on and should go out a few seconds after engine starts.

Automatic Transmission Shift Quadrant

Indicates the range in which your automatic transmission is being operated.

STARTING THE ENGINE

The four position key starter and ignition switch is located on the instrument panel to the right of the steering column. The ignition key is needed only when turning the switch to or from "LOCK" position. "START" position is used only for starting the engine, and, when released, the switch will automatically return to "ON" position for normal operation. Switching to either "OFF" or "LOCK" will stop the engine. Always switch to "LOCK" position and remove the key when leaving your car unattended. NOTE: The key cannot be removed from the ignition switch when the switch is in the OFF position.



- Place the gear shift or selector lever in neutral. (If Powerglide or Turbo-glide, place selector in "N" or "P" position with "P" position preferred if car is on a hill).
- Depress clutch if you have the Synchro-Mesh transmission.
- Depress accelerator part way and release. This presets the automatic choke. In extreme cold weather (0° F and below) or when engine is hot, accelerator pedal should be held part way down during starting.
- Turn ignition switch to START until engine starts, then release.

Should the engine flood, depress the accelerator to the floor and hold while cranking engine. Do not pump accelerator.

CAUTION: Carbon monoxide is a poisonous gas produced by the engine of any car. It is odorless so you cannot detect its presence. Be safe. Never start or run engine in a closed garage.

DRIVING WITH SYNCHRO-MESH TRANSMISSION

- Start the engine as described above.

To Drive:

- Depress the clutch pedal, shift into first (low) position. Gently depress accelerator while releasing clutch pedal.
- As car gains speed, shift into second position and into third (high) in the same manner.

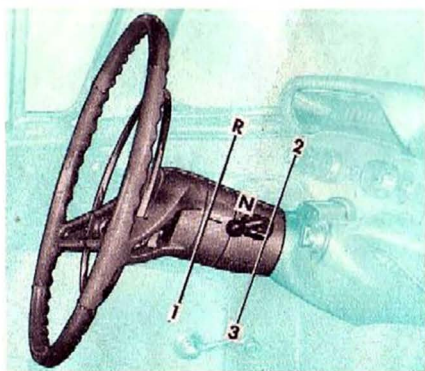
To Back Up:

- Depress clutch pedal and shift into reverse position. Depress accelerator while slowly releasing clutch pedal.

CAUTION: Never attempt to shift into either first (low) or reverse gear while your car is in motion.

To Start Engine by Pushing Car

- Depress clutch pedal and turn on key.
- Place gear shift lever in neutral until car speed reaches 15 M.P.H.
- Move shift lever to THIRD position and slowly release clutch pedal.



- The standard "H" shaped shift pattern, shown above, is used with both the Synchro-Mesh and Overdrive transmissions.

DRIVING WITH THE OVERDRIVE TRANSMISSION

The optional Overdrive equipment used in conjunction with the Synchro-Mesh transmission provides an automatic fourth, or cruising gear. The engine speed of an Overdrive equipped car is more than 22% slower than that of a conventional car at the same road speed. This contributes greatly to fuel economy, reduced engine wear and quieter, more restful, driving.

To Drive:

- With the Overdrive Control Handle pulled OUT, the overdrive mechanism is "locked out" and the car will be in conventional drive. This handle may be pushed in to engage overdrive at any time, whether the car is moving or stationary. When the car is in motion, overdrive may be locked out by pressing the accelerator to the floor until the transmission kicks down into standard drive, then pulling out the Overdrive Control Handle.
- Starting and driving instructions while driving with the Overdrive transmission remain the same as given under "Driving with the Synchro-Mesh transmission."



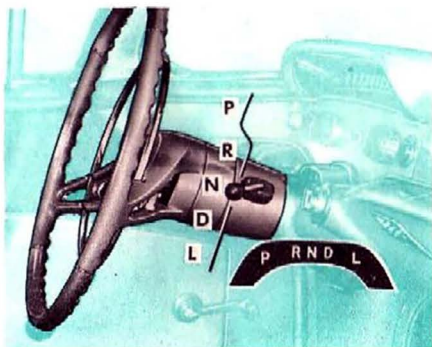
OVERDRIVE MECHANISM ENGAGED (Overdrive Control Handle "IN"):

- Above 30 miles per hour the transmission will automatically drop into overdrive when the accelerator pedal is momentarily released.
- When driving in second or third overdrive, extra power for acceleration or hill climbing is instantly supplied by depressing the accelerator pedal to the floor momentarily.

As speed drops below 26 miles per hour, the overdrive will automatically disengage and free wheel.

To Start Engine by Pushing Car

- Follow same procedure as with Synchro-Mesh transmission but, in addition LOCK OUT OVERDRIVE by pulling out overdrive handle.



DRIVING WITH THE POWERGLIDE TRANSMISSION

The five selector lever positions illustrated are shown on the Powerglide quadrant located on the instrument panel.

- P Park** Holds the car immovable, even on steep grades. Engine may be started and idled with the lever in this position. Selector lever must be lifted slightly before it can be moved into Park position.
- R Reverse** Used for backing up. NEVER move selector lever into this position unless the car is at a standstill with engine idling.
- N Neutral** With lever in this position, engine may be started and idled.
- D Drive** For all normal driving. With lever in this position, the Powerglide transmission will automatically select the range best suited to any driving situation which might arise. Merely place the selector lever in "D" and press the accelerator for smooth effortless driving in city or country. Your Powerglide transmission will automatically select whatever range your type of driving may call for. At speeds below 45 miles per hour (V-8) or 40 miles per hour (6 Cylinder), Powerglide may be automatically changed to low range for quick acceleration by "stepping down" hard on the accelerator pedal.
- L Low** Use only for pulling through deep sand or snow, climbing and descending steep hills and for additional engine braking below 40 miles per hour on dry pavement or below 12 miles per hour on wet pavement.

NOTE: You may "rock" the car, to free it from mud, sand or snow, by depressing the accelerator pedal slightly and moving the selector lever back and forth between "D" and "R" as required.

Powerglide Driving Cautions

- Do not depress the accelerator pedal more than one-third in "D", "L", or "R" when brakes are engaged. Excessive engine speed under these conditions can overheat the transmission.
- When stopped on an upgrade, DO NOT hold car by accelerating engine except very briefly. Use brakes.
- Use "L" position for hard pulls at low speed.

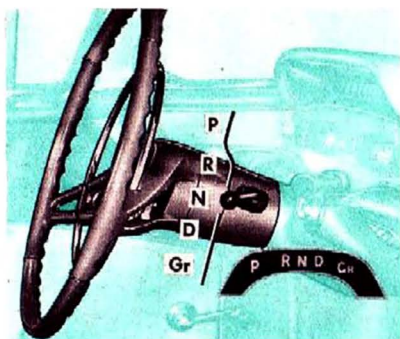
- Do not move selector lever from "D" to "L" at over 40 miles per hour.
- Always stop car completely before moving to "R" or "P".
- To tow car, place selector lever in "N" and do not exceed 30 miles per hour. If transmission is not operating properly, tow with rear wheels raised or drive shaft disconnected. If towing at speeds above 30 miles per hour, disconnect drive shaft.

To Start Engine by Pushing Car

- Turn on key and place selector lever in "N" until car reaches 25 to 30 miles per hour, then move selector lever to "L".
- When engine starts, move selector lever to "D".

NOTE: Towing to start is not recommended. When engine starts, the car may accelerate into tow car.

DRIVING WITH THE TURBOGLIDE TRANSMISSION



The transmission selector lever has five positions and a quadrant position indicator located in the instrument panel.

- P Park** Holds the car immovable, even when parked on a hill. Engine may be started and idled in this position. Lift up slightly on the selector lever to shift into PARK position.
- R Reverse** For backing car. Always bring car to a complete halt before moving lever to this position.
- N Neutral** Allows engine to be started and idled while car is standing still. It is not necessary to shift into neutral when car is temporarily stopped under ordinary driving conditions.
- D Drive** With the selector lever set in this position your Chevrolet is ready to provide unsurpassed, effortless performance in any driving situation, winter or summer. Just set the lever in drive and press the accelerator. At speeds below 60 M.P.H. the transmission will provide extra bursts of speed for quick acceleration by stepping down hard on the accelerator pedal.
- GR** The Grade Retard (GR) position provides increased engine braking for downhill coasting. Do not shift into "GR" above 45 miles

per hour and care should be used in making this shift on wet or slippery pavements. The "GR" position is not a "low" gear and should not be used for driving the car forward under any condition.

Turboglide Driving Cautions

- Do not depress accelerator pedal more than one-third in "D", "R" or "GR" when brakes are engaged. Excessive engine speed under these conditions can overheat the transmission.
- When stopped on a hill, DO NOT hold car by accelerating. Use brakes.
- Always come to a complete stop before moving selector lever to "P" or "R".
- Take care when shifting to "N", that you do not move the selector lever past "N" and into "D" or "R" position.
- To tow car, place selector lever in "N" and do not exceed 30 miles per hour. If transmission is not operating properly, tow with rear wheels raised or drive shaft disconnected. If towing at speeds above 30 miles per hour, disconnect driveshaft.

Starting the Engine by Pushing

- Turn on key, place the selector lever in "N" until car reaches 25 to 30 miles per hour and move the lever to "GR" position.
- When engine starts, move the selector lever to "D".

NOTE: It is best not to tow the car to start. When engine starts, the car may accelerate into the tow car.

"ROCK" car to escape from mud, sand or snow, by holding down the accelerator a small amount and moving the selector lever between "D" and "R".

DRIVING WITH LEVEL AIR SUSPENSION

No special instructions are necessary to obtain maximum comfort and enjoyment from the optional Level Air suspension. This air suspension system will keep the car completely level regardless of the weight and distribution of passengers and luggage and will provide a smooth and comfortable ride second to no other car on the road.



Ordinary driving as well as changes of weight distribution in the stationary car may cause a sometimes noticeable "hiss" which is completely normal during operation of this type of suspension and does not indicate a malfunction of any kind. Special maintenance procedures for Level Air suspension will be found in the "Maintenance and Lubrication" section of this booklet.

Certain precautions must be taken to prevent possible damage in the event that it becomes necessary to push or tow the car. Before attempting to tow a Level Air equipped Chevrolet read the special towing instructions contained in the maintenance section.

PARKING

The steering ease of your new Chevrolet, together with a few words of instruction will allow you to easily back into a space only slightly longer than the car itself.

- Pull up even with the car ahead of the parking space.
- Turn the steering wheel sharply right as you slowly back up. Keep the wheels hard right until your front wheels are opposite back wheels of the car beside you.
- Now turn the steering wheel sharply left, continuing to back up.

With only a few trials you will be able to park with ease.

- Always set the parking brake when parked.
- If parked on a hill, turn the wheels toward the curb.
- With Synchro-Mesh transmission, set shift lever in reverse.
- With Overdrive, set shift lever in reverse, and LOCK OUT the Overdrive.
- With automatic transmission, set lever in "P" position.



LIGHTS

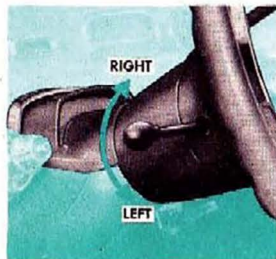
Light Control Knob

The control knob for the headlights, tail lights, parking lights, instrument panel lights and dome light is located to the left of the temperature gauge. Pull this knob out to its first stop to turn on the parking lights, tail lights and panel lights. Pull the knob all the way out to substitute headlights for parking lights. Brightness of the instrument panel lights may be varied by turning the light control knob. The dome lights may be turned on by rotating the control knob fully counterclockwise, past the slight resistance.



Dimmer Switch

The foot button near your left foot switches the headlights between "high" beam and "low" beam. The "Chevrolet" emblem just below the speedometer will be lighted when you are using "high" beam position. Use the dimmer switch to dim your headlights when approaching other cars.



Turn Signal

The turn signal lever, to the left of the steering column, allows you to signal turns by means of flashing lights at both front and rear of your car. Move the lever "down" before turning left, and "up" before turning right. The lever will return to neutral when turn is completed.

SAFETY HINT: A blinking left turn signal will serve as a caution light to warn oncoming drivers if you have to stop beside the highway at night.

BRAKES

Regular Brakes

Your brake Pedal (and clutch pedal also if your car is equipped with the Synchromesh transmission) is of the pendant type which provides both ample foot room and extra leverage with which to apply your brakes for easy, safe stopping.

Power Brakes

If your car is equipped with Power Brakes, you will be aided by engine vacuum to bring your car to a stop with much less braking effort than needed with regular brakes. It may be wise to make several trial stops to become accustomed to the operation of the brakes.

Should the engine stall, the system has a vacuum reserve to supply one power stop. When the reserve is expended, increased foot pressure will be needed for brake response.



Parking Brake

The small pedal to the left of your left foot is the foot actuated parking brake. To apply: press down the pedal with your left foot. To release: Lift up the handle protruding from under the dash just above the foot pedal.



WINDSHIELD WIPER

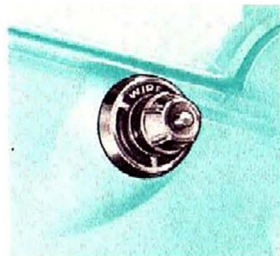
Start wiper by turning knob clockwise. Full clockwise turn provides faster wiper action. Turning knob counterclockwise provides slower speed and full counterclockwise turns wiper off. Electric wiper switches have three positions—OFF, SLOW, and FAST.

CAUTION — *In icy weather, never attempt to operate electric wipers if the blades are frozen to the windshield. Free the blades first.*

WINDSHIELD WASHERS

To operate the accessory windshield washers, press the button in the center of the wiper control knob or step on the foot pedal at your left foot. This will send a spray of water, or other cleaning agent, onto the windshield. The push button washer automatically starts the wipers, allowing them to run long enough to wipe the glass clean and dry before automatically stopping. The foot pedal washer starts the wipers when the pedal is depressed and stops the wipers when the pedal is released.

Keep the jar under the hood filled at all times. G. M. Windshield Washer Solvent, added to the water, will aid in cutting road film and grease on the windshield. Fill jar only $\frac{3}{4}$ full in winter to allow expansion if water freezes, thus preventing the jar from breaking.



NOTE: *This solvent will not prevent the spray from freezing on the glass, so do not attempt to clean windshield in this manner in freezing weather.*

For winter operation of the Windshield washer, fill jar according to instructions with G. M. Washer Anti-freeze. When jar is filled with this solution the above caution note does not apply.

POWER STEERING

Chevrolet optional Power Steering is designed to reduce steering effort without losing the so-called "feel" of manual steering. Power steering assistance is zero up to a pull of about 3 pounds at the rim of the steering wheel. At the 3 pound load the Power Steering will gradually take over, until, at a pull of about 8 pounds on the steering wheel, it will be supplying about 80% of the effort needed to turn the front wheels.

POWER WINDOWS

If your car is equipped with optional power operated windows, an electrical switch will replace the manual window crank at each window. Move the switch "up" to raise the window, "down" to lower the window. A master switch on the driver's door operates any or all of the windows in the car.

CHEVROLET RADIOS

Your optional Chevrolet radio will give you the same powerful, undistorted reception regardless of which of the three styles you have chosen. The radios differ mainly in their exterior operating controls. (For best reception the antenna should be extended to at least the roof height of the car).

Manually Tuned Radio

- Turn Volume Control Knob clockwise to turn on radio and increase volume.
- Turn Tuning Control Knob to select station.
- Turn Tone Control Wing Knob (under Volume Control Knob) to give the tone you prefer.

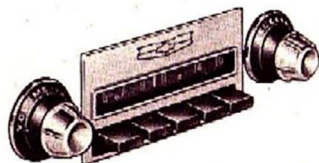


Push Button Radio

In addition to manual tuning, this model may be set to tune in any station you desire at the touch of a finger.

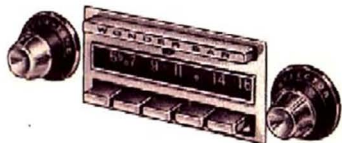
TO PRESET THE PUSH BUTTONS:

- Warm up radio for 10 minutes (20 minutes in sub-zero temperature).
- Set stations in order of their frequency, starting with the left push button for the lowest frequency.
- Move the push button to left and pull it out to the extreme of its travel.
- Tune desired station manually.
- Push button all way in. Repeat procedure for any button which does not seem to tune station accurately. Push button settings may be changed at any time.



Wonder Bar Radio

This radio combines manual and push button tuning features with the automatic tuning feature. You will enjoy this especially while traveling in localities where you are not familiar with the local stations.



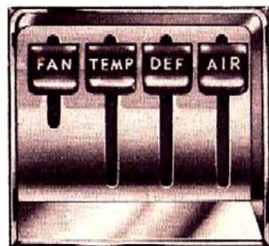
- To preset the push buttons, follow the same procedure as given above for the Push Button Radio.
- **Wonder Bar**—Push this bar (located above the radio dial) to reject the station to which you are listening and the pointer will move to the right to the next station in the range selected by the Sensitivity Selector. When the extreme right of the dial is reached, the Wonder Bar will automatically return the pointer to the station at the extreme left and begin over again, automatically selecting the stations offering the best reception.
- **Sensitivity Selector**—located below the center of the "Wonder Bar". Moving this three step control to the right increases the number of stations available for automatic tuning. With the Sensitivity Selector in the extreme right position the "Wonder Bar" will tune all listenable stations, while in the extreme left position only the most powerful available stations will be tuned in.

HEATER

The Chevrolet Deluxe Heater provides year 'round comfort regardless of the weather. The easily operated controls are located within easy reach of both the driver and front seat passenger.

To Heat

- Set TEMP lever for the desired air temperature. Full "down" position will provide the maximum air temperature.
- Push AIR lever fully down to allow outside air to circulate through heater.
CAUTION: Do not operate FAN lever with AIR lever in the UP position.
- Move FAN lever down to provide the desired blower speed. (Often the FAN control need not be used since the forward movement of the car will force a sufficient flow of air through the heater).



To Defrost

- Set heater panel controls as for heating.
- Push down DEF lever. This will divert the warm air from the floor duct up to the defroster ducts. A detent position is provided in the defroster linkage. Set the DEF lever at this position for normal defogging operations.

Summer Ventilation

- For summer driving, the AIR lever may be pushed down to pass unheated air through the floor duct to augment that supplied by the two side cowl vents (See page 15). FAN may be used as desired.

AIR CONDITIONING

With the optional Chevrolet All-Weather Air Conditioning unit installed in your car you have, at your fingertips, pleasant relief from summer heat, winter cold and oppressive humidity during any season, anywhere.



To Heat

The heater controls of the Air Conditioning system are identical to those of the Deluxe Heater described on page 13, and are operated in the same manner.

To Cool

The Air Conditioning control panel, located beneath the center of the dash is used in conjunction with the Heater Controls to provide the comfort of summer air conditioning.

ON HEATER CONTROL PANEL:

- Set AIR lever fully UP for outside air or fully DOWN for recirculated inside air as desired. DOWN position is also the "AIR OFF" position.)
NOTE: Use DOWN position of the AIR lever (Recirculating) for slow speed city driving and during extreme dust conditions. Use UP position (Outside Air) when driving at constant speeds of over 25 miles per hour.
- Move FAN lever DOWN to provide desired blower speed.
- TEMP and DEF levers should be in UP position.

ON THE AIR CONDITIONING CONTROL PANEL:

- Move the COLD lever to the right to provide degree of cooling desired. Set to far right for maximum cooling.
- The NOZZLE OUTLET knob allows the cooled air to be directed through either the floor ducts or the three dash diffuser nozzles. The dash diffuser nozzles at either end of the dash panel are adjustable, allowing the cooled air to be directed any direction. The third diffuser nozzle is located in the Air Conditioning control panel. This outlet may be opened or closed as desired by means of the lever extending through the face of the panel.
- The FAST IDLE control knob may be pulled out to provide higher engine idle speed for adequate cooling while parked for short periods.

CAUTION: *On automatic transmission equipped cars, do not pull this knob unless the selector lever is in PARK or NEUTRAL position.*

To Dehumidify

- Set the controls as above for cooling, but move the COLD lever on the Air Conditioning control panel to FULL RIGHT position for maximum cooling. As the outside air is cooled, its excessive humidity is condensed and the water thus formed is drained off.

- On the Heater control panel, set the TEMP lever so that the dry, very cold air flow is heated to your desired comfort level.

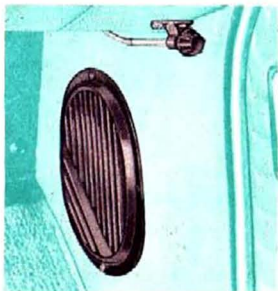
Refrigerant Check

It is important that the Freon refrigerant in the system be checked every 1000 miles during warm weather and seasonally throughout the year. Check the sight glass under the hood. The Freon flowing past this point should be clear. If there are bubbles or dirt particles present a leak in the system is indicated. A Chevrolet service garage should check the system immediately and replace the refrigerant. Any foreign substances, air, water or dirt, will rust and corrode the entire system in a very short period of time.

FEATURES

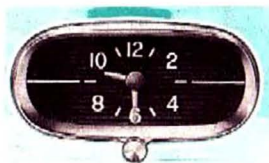
VENTILATION

Control knobs located on each side of the car just below the dash panel control the dampers which open and close the vent inlet in each front kick pad. Air, vented from the intake in front of the windshield, may enter the car through the inlet grille when the knob on that side of the dash is pulled out.



KEYS AND LOCKS

A single key will operate all locks on your Chevrolet: ignition, glove box, doors and trunk. Doors may be locked from inside by pushing down door locking button; from outside by pushing inside locking button down and holding outside door push button in while closing door. On all four-door sedans, the rear door handle will be inoperative when the inside locking button is depressed, an important feature when small children ride in the back seat. Record the numbers of your keys and then remove the "knock-out" plug.



ELECTRIC CLOCK

Regular equipment in the Bel Air models and available for installation in other models, the Chevrolet electric clock offers both accuracy and pleasing appearance. To set: pull out and turn the small knob at the bottom of the face of the

clock. These automatically regulated clocks have no adjustment screw: resetting to the correct time will automatically compensate for time keeping inaccuracy.

CIGARETTE LIGHTER

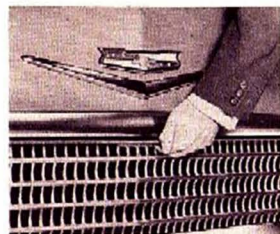
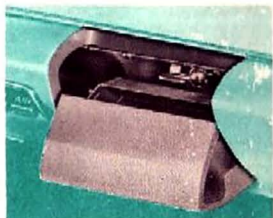
Regular equipment on certain models, the cigarette lighter is merely pushed in when needed. When heated and ready for use it automatically snaps back into normal position.

ASH TRAYS

To remove the tilt type ash tray for cleaning, depress the snuffer at the top of the ash tray and tilt the entire assembly outward.

GLOVE BOX

Centrally located, the glove box is opened by pressing the push button on the door. Lock, if desired, with the ignition key. Some models have an automatic compartment light.



HOOD RELEASE

The hood release latch is located at the front of the hood and to the right of center as you face the car. Pull the release up and the counterbalanced hood will raise and remain open.

GAS CAP

way, exposing the gas cap. On station wagon models, the gas cap is located behind a door in the side of the left rear fender.

The gas cap is concealed behind the swinging panel just above the rear bumper. Press on the top of this panel to swing it back and out of the

REAR COMPARTMENT

The spare tire is positioned so as to give maximum space in the Chevrolet rear compartment. Unlock and open the counterbalanced lid with the ignition key. Push the lid shut firmly to close and lock. On Station Wagon models the tail gate is unlocked with the ignition key and the spare tire is stored in a well under the floor.



STATION WAGON AND CONVERTIBLE INFORMATION

STATION WAGON—6 PASSENGER—The rear seat may be quickly and easily converted into cargo space.

- Unlock the seat by reaching under cushion frame and lifting up on cushion.
- Pull the *backrest* forward. The cushion will move forward and down and the backrest will fold over the cushion, forming the forward cargo space floor.
- Turn both locking catch rings $\frac{1}{4}$ turn, releasing the rear floor filler panel from the seat back. Swing the panel to the rear, completing the floor of the cargo space.
- To return the seat to the raised position, reverse the above steps and press down on the front of the cushion to lock the seat into place.

9 PASSENGER—Both the center seat and the rear seat may be folded flat to form cargo space:

Center Seat

The center seat consists of a right and left section, either or both of which may be folded down.

- The *left section* may be folded by following the same procedure as given above for the rear seat of the 6 passenger station wagon.
- The *right section*, or "jump seat" is folded in the same manner except that it is unlocked by pressing rearward on the "trigger" located on the right side of the seat.

Rear Seat

- Unsnap the seat back cushion and remove both seat cushion and seat back cushion from the car. Store them in a clean, dry place.
- Release the locking arm on the left side of the seat back and unfold the seat back toward the front, forming the rear floor of the cargo compartment.

TO OPERATE LIFT GATE

- Unlock the lift gate, press the push button in half way to unlock the gate, and lift the gate upward.
- Snap the knurled knob on the inside of each lift gate support **UPWARD** and lift the gate until it latches in the desired position.
- Tighten the knurled knob on each lift gate support.
- To lower the lift gate, loosen the knurled knob on each support, snap each knob **DOWNWARD** while supporting the gate and firmly close the gate.

TO OPERATE TAIL GATE

- Open the lift gate as described above.
- Press the push button all the way down to unlock the tail gate and lower the gate into position.

CONVERTIBLE

Except for the folding top, the Convertible model is operated the same as other Chevrolet passenger cars. For top and rear window operation consult the booklet "How to Operate the Folding Top" received with your car.

CLEANING HINTS

EXTERIOR APPEARANCE

WASHING YOUR CAR

The best way to preserve the original beauty of the finish of your Chevrolet is to keep it clean. Calcium chloride and other salts, road tar, excretion from insects, tree sap, chemicals from factory chimneys and other foreign matter may permanently damage both paint and bright metal parts. Regular, frequent washings and a thorough cleaning after exposure to any of the above is recommended.

Wash the car in either warm or cold (never hot) water; never in the direct rays of the sun; and always wait until the sheet metal surfaces have cooled before beginning. Never wipe off dust and dirt when surfaces are dry because this may scratch the finish.

POLISHING YOUR CAR

Under normal conditions, a good coat of wax will protect the finish of your car. However, as your car becomes older, "spent pigment" in the paint may give a slightly dull appearance to the finish. If this occurs, your Chevrolet dealer offers several types of polishing and wax jobs to bring the car back to its original luster.

CAUTION: *If your Chevrolet has an Acrylic finish (a card in your glovebox will inform you if this is the case) a thorough washing is generally all that is required to maintain a "new car" appearance. However, if the car is to be polished the following polishes are recommended: Porcelainize, Lustur Seal, Dupont No. 7, Kar Kwik and Spray-Glaze Cleaner No. 2. Polishes containing wax or silicones should not be used for at least 60 days. Any tar or road oil remover used should indicate on the label that it is harmless to Acrylic finishes.*

PROTECTION OF EXTERIOR BRIGHT METAL PARTS—All bright metal parts of the car should be regularly cleaned and protected against the same substances harmful to the painted surfaces. **HOWEVER, WASH BRIGHT METAL PARTS ONLY WITH WATER, NEVER SCOUR OR POLISH.**

Use special care with **ALUMINUM** trim. Never use auto or chrome polish, steam or any caustic soap to clean aluminum. Wash only with luke warm water, and if necessary, a mild soap. Rinse well and dry thoroughly.

It is recommended that all bright metal parts of your Chevrolet, after being thoroughly cleaned with warm water, be given a coating of wax and rubbed to a high polish. This will serve to keep corrosive agents away from these surfaces, and should be repeated as often as required.

CLEANING WHITE SIDEWALL TIRES—Use soap, warm water and a stiff brush to remove road grime and dirt from white sidewall tires. A fine grade of steel wool will remove severe curb scrapes. Do not use gasoline, kerosene or any oil product which could discolor or deteriorate the rubber.

CAUTION: *Some white sidewall cleaners will cause serious damage to aluminum trim. Use caution when cleaning tires with this type of cleaner that none is splashed or sprayed on aluminum trim.*

INTERIOR APPEARANCE

DUST AND DIRT—Clean the interior of your car frequently, using a broom or vacuum cleaner where possible. A damp cloth will wipe dust from hard surfaces.

SPOTS AND STAIN—Remove upholstery stains as soon as possible or they may become "set" and hard or impossible to remove. First determine the type and age of the stain and the kind of upholstery material. For oil, grease and road grime stains the use of any volatile type cleaner is recommended. Do not use alkaline cleaners for they may damage the color or finish of the materials. Other solutions such as hot or cold water, ammonia water, soap, ink eradicant, etc., will probably discolor and disturb the material.

For other stains, such as blood, paint, rust, or ink, consult a reliable upholstery cleaning expert or dry cleaner, because the use of the wrong cleaning agent for a specific stain may "set" the stain and make its removal almost impossible.

MAINTENANCE AND LUBRICATION

GASOLINE AND ENGINE OIL

In the selection of gasoline and engine oil to be used, it is best to consider the reputation of the refiner or marketer. This is the best means of obtaining gasoline and oil of high quality.

The Chevrolet Blue-Flame 6-cylinder and Turbofire V-8 engines with 2-barrel carburetion are designed to operate efficiently on Regular grade gasolines. All Chevrolet high performance V-8 engines, both 283 and 348 are designed to operate efficiently on Premium or Super-Premium gasolines. Use of Regular grade gasolines in the high performance engines may result in excessive knocking which constitutes misuse of the engine. These recommendations for gasoline apply only to operation in the United States and Canada. Before taking your car to foreign countries (except Canada) it is desirable to ascertain if suitable fuels are available. Such information can be obtained for most foreign countries from General Motors Overseas Operations, Service Department, 9-164 General Motors Building, Detroit 2, Michigan. For operation in foreign countries, where antiknock quality is below U. S. Standards, the following precautions should be observed.

1. Six-cylinder and V-8 engines with 2-barrel carburetion should be operated on the highest grade of fuel available.
2. High performance V-8 engines may have to be adjusted for satisfactory operation on foreign fuels. Recommendations for such adjustments may be obtained from authorized Chevrolet dealers.

In all cases excessive knocking should be avoided as much as possible in order to avoid possible engine damage.

Engine Lubrication

After the first 1000 miles of driving, the original light body, heavy duty oil should be drained from the engine and the crankcase refilled with oil as recommended on page 20. Every 2000 miles thereafter, under normal operating conditions, drain and refill the engine in the same manner. Adverse driving conditions such as extreme dust conditions or short trip winter driving (less than 1000 miles per month) may make it necessary to change the oil on a monthly or bi-monthly basis. Where the car is very seldom driven, seasonal changes may be satisfactory. Check oil level on the dipstick regularly.

The oil level on your crankcase dipstick is satisfactory if it falls anywhere between the marks FULL and ADD OIL. If level falls below ADD OIL, add enough to bring the level over this mark. It is not necessary to keep the oil level at the FULL mark.

If your Chevrolet is equipped with an oil filter, replace the filter element after the first 3000 miles and every 4000 miles thereafter. Again, adverse driving conditions may make more frequent changes necessary.

Types of Oil

Engine oils were formerly classified as Regular, Premium and Heavy Duty types. These terms have been replaced by the designations "for Service ML", "for Service MM" and "For Service MS or 'DG'".

For maximum driving protection under all driving conditions it is recommended that you use oil designated "For Service MS" or "For Service DG" in your Chevrolet.

Oil Viscosity Number

SAE Viscosity numbers indicate only whether the oil has a light or heavy body, and do not consider other properties or quality.

The lower SAE numbers, such as SAE 5W and SAE 10W, indicate light body oils recommended for use during cold weather to provide easy starting and quick lubrication. Higher SAE numbers, such as SAE 20 and SAE 20W, represent heavy body oils for use during hot weather and improved lubrication under high operating temperatures.

Some oils, termed "multi-viscosity oils," combine the easy starting characteristics of the lower SAE number oils and the warm weather operating characteristics of the higher SAE number oils. These have designations such as SAE 5W-20 and SAE 10W-30.

Use the following table to guide you in your selection of oil for your Chevrolet during the various seasons of the year.

		Recommended SAE Viscosity Oils	Recommended SAE Multi-Viscosity Oils
Lowest Anticipated Temperature during time oil will be in Crankcase	32°F.	SAE 20W or SAE 20	SAE 10W-30
	0°F.	SAE 10W	SAE 10W-30
	Below 0°F.	SAE 5W	SAE 5W-20

NOTE: For sustained high speed driving where daytime temperature is above 90°F., SAE 30 oil may be used.

Should you ever want to flush the crankcase of your Chevrolet, use three quarts of SAE 10W oil. Run engine at a fast idle until the oil is hot, then drain immediately and refill with the recommended quantity and grade of oil.

COOLING SYSTEM CARE

Drain and flush the cooling system of your Chevrolet every spring and fall. Check the coolant level in the radiator regularly and maintain its level one inch below the filler cap. In the spring refill with water to which a good rust inhibitor has been added. In the fall, in mild climates, follow the same procedure.

In cold climates it is necessary to refill with the correct proportion of fresh anti-freeze and water to protect against the lowest expected temperature.

NOTE: To completely drain the cooling system, open the drain cock at the right front side of the radiator, remove the drain plug at the left rear side of the 6-cylinder block or at each side of the V-8 block.

Your Chevrolet is equipped with a 180° "high temperature" thermostat. During freezing weather, you should protect the cooling system with a "permanent" type anti-freeze.

Should you decide to use ordinary alcohol type anti-freeze, it will be necessary to replace the thermostat with a 160° "low temperature" thermostat. It may be necessary to add to the solution from time to time since this type will boil away quickly during warm spells. Whichever type you use, check the anti-freeze content of your radiator regularly.

TIRE CARE

Tubeless tires are regular equipment on all models of the new Chevrolet. Care for them as you would for any tire. Service and repair operations are somewhat different than for tube type tires. Your Chevrolet dealer is equipped to repair your tires whenever necessary.

Inflation: Check tire pressures when cold about once a week. Maintain the following pressures:

Front and Rear—24 lbs.

When operating under heavy load conditions use a starting pressure of 2 lbs. over recommended pressure.

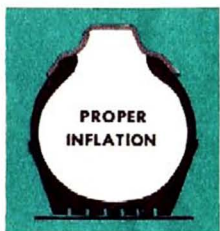
If necessary to check tires when warm:

3 lbs. high—after driving 3 miles or more below 40 MPH.

5 lbs. high—after driving 3 miles or more above 40 MPH.



Runs Hot
Loosens Cords
Uneven Wear
Blowouts



Good Ride
Good Traction
Even Wear
More Mileage

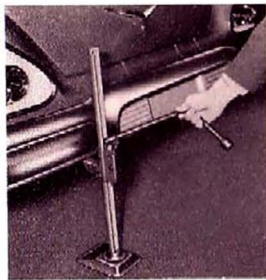
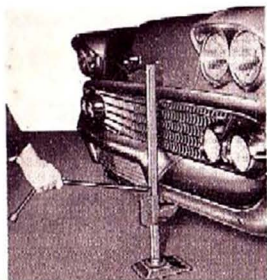


Hard Ride
Poor Traction
Bruises
Fabric Breaks

Inspection and repair. Nails and other objects are often picked up in a tubeless tire and carried with no noticeable loss of air. Inspect regularly (every 1000 miles) to locate any such objects. If you find a puncturing object, do not remove it until you are in a position to change the tire or have it repaired.

Also inspect the wheel rim and the tire surface contacting the rim for any damage which could cause an imperfect air seal.

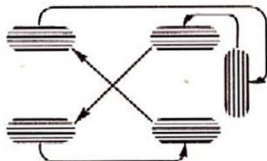
Changing tires. Remove jack and spare tire from rear compartment and position jack under bumper, preferably at the bumper support. However, the jack may be placed at any point on the bumper except under the center section. Set parking brake, block diagonally opposite wheel, remove hub cap and loosen wheel nuts. Set small lever on jack to UP position, and with jack handle, raise car until the tire clears the ground. (See special jacking instructions on page 26 if your Chevrolet is equipped with Level Air Suspension.) Remove the wheel and put on the spare, tightening the wheel nuts. Move the jack control lever



to down position and lower car one notch at a time until wheel touches ground. Retighten wheel nuts.

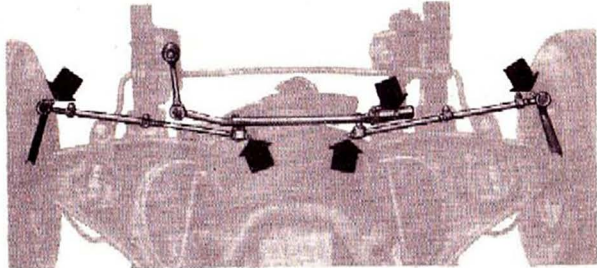
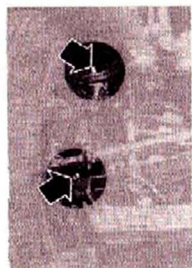
CAUTION: *On cars equipped with the optional Positraction differential, the rear wheel in contact with the ground will drive even though the other rear wheel is raised. Therefore, on Positraction equipped cars, never run the engine with the car on jack unless the transmission is in neutral or park.*

Switching tires. If you will change your tires, as shown in the diagram, every 5000 miles you will help them to wear evenly and should get almost 20% more wear than you will get if you do not switch them.



LUBRICATION FITTINGS

Chassis Lubricant should be applied at the fittings indicated every 1000 miles. Your Chevrolet dealer is well equipped and trained to lubricate your Chevrolet.



CHASSIS LUBRICATION

1. Front Suspension

Every 1000 miles—Lubricate fittings indicated above with chassis lubricant.

2. Steering Linkage

Every 1000 miles—Lubricate fittings indicated with chassis lubricant.

3. Shifting Linkage Idler Bushings

Every 1000 miles—Lubricate with light engine oil.

4. Steering Gear

Every 1000 miles—Check fluid level in gear box and add Steering Gear lubricant, as marketed by the various oil companies, to maintain at level plug hole. Refill steering shaft coupling with Chassis Lube when required.

5. Generator

Every 1000 miles—Fill both oilers to top with light engine oil. Do not overfill front oiler.

6. Distributor

Six-Cylinder—Every 1000 miles—Turn lubricant cup down one turn. (Fill cup with chassis lubricant when necessary.) Every 5000 miles—Apply one-half drop of light engine oil to breaker lever pivot and Delco Ball Bearing and Cam Lubricant or high melting point wheel bearing lubricant to cam surface.

Eight-Cylinder—Every 1000 miles—Fill hinged cap oiler with light engine oil. Every 5000 miles—Apply one-half drop of light engine oil to breaker lever pivot. Every 25,000 miles—Replace the cam lubricator wick. If desired, this wick may be replaced when the distributor points are replaced.

7. Air Cleaner

Every 2000 miles—Clean standard cleaner in solvent and reoil with engine oil. Every 5000 miles—Clean oil bath air cleaner and reservoir in solvent and refill with one pint of SAE-50 engine oil. Adverse or dusty driving conditions may make it necessary to clean the air cleaner more often.

Clean Fuel Injection and Triple Two Barrel carburetor air cleaner every 5000 miles by removing the filter element and rapping it sharply against a hard surface; replace the element after 15,000 miles.

8. Crankcase Breather Cap

Every 2000 miles—Clean in solvent and reoil with engine oil.

9. Front Wheel Bearings

Every 10,000 miles—Clean and repack bearings with a high melting point wheel bearing lubricant.

10. Universal Joints

Every 25,000 miles—Clean and repack with a high melting point lubricant.

11. Transmission

Three Speed and Overdrive—Every 1000 miles—At operating temperature, keep lubricant at level of the filler plug. Add SAE 90 Multi-Purpose gear lubricant as needed. Mineral oil gear lubricant may be used.

Powerglide and Turboglide—Every 1000 miles—Check fluid level with engine idling, parking brake set, transmission oil hot and selector lever in "N" position. Add Automatic Transmission Fluid Type "A" (with AQ-ATF number) to bring level to full mark to dipstick. DO NOT OVERFILL.

Every 25,000 miles—Drain transmission when hot and refill with the above lubricant (Powerglide: 4½ quarts; Turboglide: 2 quarts). Check

fluid level as above. If necessary, add fluid to bring to full mark on dipstick. DO NOT OVERFILL.

12. Rear Axle

Standard Rear Axle: First 1000 miles—Drain axle using drain plug and refill with SAE 90 Multi-Purpose gear lubricant. Every 1000 miles thereafter, check and keep filled to level of filler plug. Every 10,000 miles drain axle and refill with above lubricant.

Positraction Rear Axle: The instructions given above also apply to the Positraction Rear Axle, but only SAE 90 "SCL" gear lubricant may be used.

13. Oil Filter

Change the filter element after the first 3000 miles of driving and every 4000 miles thereafter.

14. Battery

Check the fluid level of the battery at each lubrication period. Fill with distilled water, when necessary, to the bottom of the split ring in the vent tube. DO NOT OVERFILL. Check the state of charge of the battery regularly, especially in freezing weather, for an undercharged battery may freeze and break. Clean the top of the battery regularly with dilute ammonia or soda solution and flush with clear water. Oil the battery terminals each 1000 miles with engine oil.

15. Fuel Filter

If installed on the vehicle, the element should be replaced every 5000 miles or seasonally.

16. Parking Brake

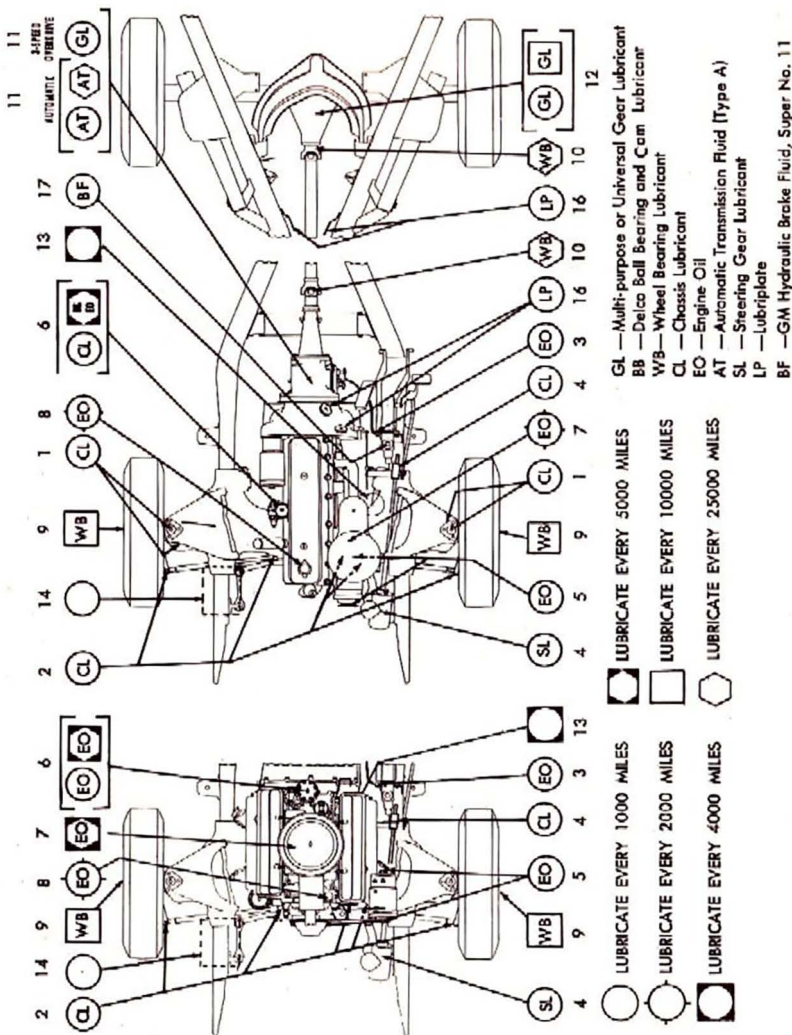
Parking brake pulley bearing area, parking brake cable at the pulley, and parking brake cable guides just behind the frame "X" member should be lubricated with Lubriplate at 1000 miles intervals.

17. Brake Master Cylinder

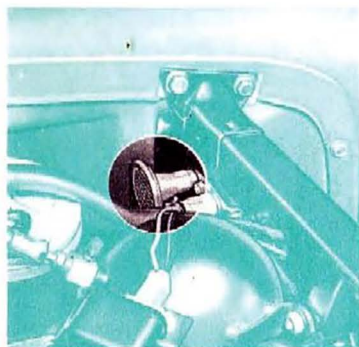
Check fluid level frequently and maintain level at $\frac{1}{2}$ " to 1" below filler opening, using GM Hydraulic Brake Fluid, Super No. 11. If addition of fluid is required more often than every 1000 miles an inspection of the complete system should be made and any leaks or other non-standard conditions should be corrected.

Lubrication Diagram

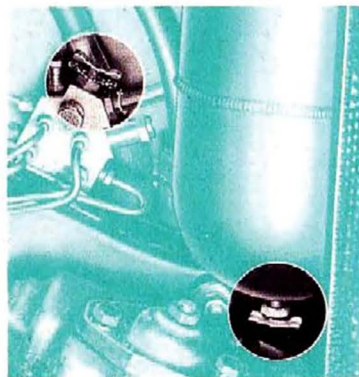
The numbers indicated on the chart below correspond to the numbers of the items appearing under "Chassis Lubrication" on pages 22, 23 and 24.



LEVEL AIR AIR SUSPENSION SYSTEM MAINTENANCE



Level Air, Air Cleaner



Junction Block Shut-off Valve and Accumulator Tank Shut-off Valve—(Turn clockwise to close; counter-clockwise to open)

Every 1000 miles:

1. Accumulator Tank—Open the drain cock at the bottom of the tank and allow accumulated oil and water to drain off.
2. Air Cleaner—Clean by immersing in gasoline and dry before reinstalling.

During Freezing Weather:

Keep the alcohol bottle in front of the radiator support, filled half-way during freezing weather. This introduces alcohol vapor to the system and prevents freezing of any water condensate in the system.

CAUTION: Use only Denatured or Wood Alcohol; never use "permanent" type anti-freeze.

When Servicing Car on Frame Contact Hoist:

Always close the shut-off valve on the junction block before raising the car on a frame contact hoist to prevent the air in the system from exhausting.

When Raising Car with Bumper Jack:

Close the shut-off valve, as when raising the car on a frame contact hoist, whenever raising the car with the bumper jack.

Towing Instructions

Never attempt to tow a Level Air equipped Chevrolet without first following these instructions:

Normal Towing and Pushing With Engine Inoperative:

The Level Air junction block shutoff valve should be closed to prevent the air in the system from exhausting.

Towing With the Front or Rear End Raised:

With air in the system—close the shutoff valve as described above.

With air exhausted from the system—lift the car the minimum amount, making sure that the opposite end of the car has sufficient ground clearance. In all of the above procedures, tow the car slowly and make certain that sufficient ground clearance is maintained at all times.

MAINTENANCE GUIDE

	EVERY 2 WEEKS	SPRING	FALL	1st 1000 MILES	EVERY 1000 MILES	EVERY 2000 MILES	EVERY 4000 MILES	EVERY 8000 MILES	EVERY 10,000 MILES	EVERY 15,000 MILES	EVERY 25,000 MILES
Check Battery	•										
Check Air in Tires	•										
Flush Cooling System				•	•						
Add Anti-Freeze to Radiator					•						
Add G.M. W/Washer solvent or Anti-Freeze to Washer jar					•						
Fill Levelair alcohol jar half full of Denatured Alcohol					•						
Change Engine Break-in Oil						•					
Change Rear Axle Lubricant						•				•	
Lubricate Chassis							•				
Oil Generator							•				
Turn Distributor Lubricant Cup One turn (6-Cyl.)							•				
Fill Distributor Hinge Cap Oiler (V-8)							•				
Check Transmission Lubricant							•				
Check Rear Axle Lubricant							•				
Check Radiator Fluid Level							•				
*Check Brake Master Cylinder Fluid Level							•				
Check Steering Gear Box Lubricant							•				
Drain Level air Accumulator Tank							•				
Clean Level air Air Cleaner							•				
Inspect Tires							•				
Check Air Conditioning Sight Glass							•				
Lubricate Parking Brake Pulley and Cables							•				
Regular Engine Oil Change								•			
Clean and Recoil Standard Air Cleaner								•			
Clean and Recoil Crankcase Breather Cap								•			
**Change Oil Filter Element									•		
Engine Tune-up										•	
Clean and Refill Oil Bath Air Cleaner										•	
Change Fuel Filter Element										•	
Lubricate Distributor Cam and Breaker Pivot (6-Cyl.)										•	
Check Fan Belt										•	
Check Brake Adjustment										•	
Rotate Tires										•	
Clean and Regap Spark Plugs (.035" Gap)										•	
Clean F. I. and 3 x 2 Carb. Air Cleaner Element										•	
Repack Front Wheel Bearings											•
Replace F. I. and 3 x 2 Carb. Air Cleaner Element											•
Drain and Refill Automatic Transmission Lubricant											•
Repack Universal Joints											•
Replace Distributor Cam Lubricator (V-8)											•
COMPLETE DEALER INSPECTION						•				•	

*Add only G.M. Hydraulic Brake Fluid Super No. 11.

**Change Oil Filter Element after first 3000 miles and every 4000 miles thereafter.

SERVICE ACCESSORIES

Your Chevrolet dealer carries a complete stock of Service Accessories. Each of these useful items has been carefully tested and approved for use in keeping your new Chevrolet looking and running like new for years to come. Some of these Service Accessories are:

Exterior Car Care

- Luster Seal
- Porcelainize Products
- Triple Action Polish
- Chrome Polish
- White Wall Tire Cleaner
- Angora Washing Mitt
- Polishing Cloth
- Touch-up Paint in Chevrolet Colors
- Tar and Road Oil Remover

Interior Car Care

- Kar Kleen—Cleaner
- Spot Remover
- Leather Cleaner
- Upholstery Tint
- Caroma Evaporator

Cooling System Care

- Anti-Freeze
- Cooling System Cleaner
- Corrosion Inhibitor
- Radiator Stop Leak

Miscellaneous

- Windshield Washer Anti-freeze
- Windshield Washer Solvent
- Door Ease Stick Lubricant
- Lock Ease Lubricant
- Ruglyde Rubber Lubricant and Cleaner
- Sealzit Glass Sealer
- Penetrating oil, Dripless

In addition to Service Accessories, your Chevrolet dealer also has a complete line of Chevrolet accessories designed especially to fit your car and to give you added pleasure and enjoyment. Always see your Chevrolet dealer first.

SPECIFICATIONS

Serial and Unit Numbers

- Car-Stamped on plate attached to left front body pillar.
- Body-Stamped on plate attached to center of cowl panel.
- Engine-Stamped on boss on block.

- 8-Cylinder—On right front side of block.

- 6-Cylinder—On right side of block to rear of distributor.

Dimensions:

Overall Length.....	209.1"
Height	
Standard.....	57.1"
Impala.....	55.7"
Station Wagon.....	58.5"
Width.....	77.7"
Wheelbase.....	117.5"

Capacities:

Gasoline Tank	
Station Wagon and Sedan Delivery.....	17 gal.
All other Models.....	20 gal.
Crankcase (Refill)	
6 Cylinder.....	5 qt.
8 Cylinder (283 cu. in.).....	4 qt.
8 Cylinder (348 cu. in.).....	4 qt.
For oil filter, add.....	1 qt.
Transmission	
3-Speed.....	2 pt.
3-Speed with Overdrive.....	3 pt.
Automatic (Sump Refill) Powerglide.....	4½ qt.
Turboglide.....	2 qt.
Differential.....	4 pt.
Oil Bath Air Cleaner.....	1 pt.
Power Steering.....	1½ pt.

Cooling System

	6 cyl.	283 V-8	348 V-8
With Heater.....	17.5 qt.	17 qt.	23 qt.
Without Heater.....	16.5 qt.	16 qt.	22 qt.
Thermostat.....		180°	
Radiator Pressure Cap.....		13 lb.	

Tire Information

Type.....	Tubeless
Size: Station Wagon and Convertible.....	8.00-14—4 ply
All other models.....	7.50-14—4 ply
Recommended Inflation Pressures:	
Front and Rear.....	24 lbs.

Clearances:

Valve Clearance—Hydraulic Tappets.....	No adjustment needed
Spark Plug Gap.....	.035"
Distributor Point Gap (New Points).....	.019"
(Old Points).....	.016"

Clutch Pedal Clearance..... ¾" to 1"

Engine Specifications:

ENGINE DATA	6 Cyl. Engine	8 Cylinder Engines				
	235 Cu. In.	283 Cu. In.			348 Cu. In.	
	1 Barrel	2 Barrel	4 Barrel	Fuel Injection	4 Barrel	3 x 2 Barrel
Horsepower	145 @ 4200	185 @ 4600	230 @ 4800	250 @ 5000	250 @ 4400	280 @ 4800
Compression Ratio	8.25:1	8.5:1	9.5:1	9.5:1	9.5:1	9.5:1
Bore	3.56	3.875	3.875	3.875	4.125	4.125
Stroke	3.94	3.0	3.0	3.0	3.25	3.25
Firing Order	1-5-3-6-2-4	1 - 8 - 4 - 3 - 6 - 5 - 7 - 2				

The following 14mm plugs are provided for 1958 Chevrolet engines.

ENGINE	Normal Service (Original Equip.)	Hotter Plug (For City-Type Operation)	Colder Plug (For Continuous Heavy Duty Oper.)
Passenger Car—L-6 and V-8 Engines	AC-44	AC-45 or 46	AC-43 COM

Bulb Specifications:

	Candlepower	Number
Headlamp Unit—Outer—High Beam.....	37½W	Sealed Beam
Low Beam.....	50W	
Inner—High Beam Only...	37½	Sealed Beam
Parking Lamp and Directional Signal.....	4-32	1034
Tail and Stop Lamp—Outer Lamp.....	4-32	1034
Tail Lamp (Inner Lamp).....	4	67

Bulb Specifications: (cont'd)

	Candlepower	Number
Back-up Lamp	32	1073
Instrument Cluster Lamp	2	57
Direction Signal Indicator Lamp	2	57
Oil Pressure Indicator Lamp	2	57
Generator Indicator Lamp	2	57
Headlamp Beam Indicator Lamp	1	53
Glove Compartment Lamp	2	57
Dome Lamp	15	1004
Rear Qtr. Lamp—Nomad and Spt. Cpe.	6	90
Courtesy Lamp (Convertible)	6	89
License Plate Lamp	4	67
Radio Dial Lamp	2	1891
Heater Control Panel Lamp	2	57
Clock Lamp	2	57

Fuses and Circuit Breaker:

A circuit breaker in the light control switch protects the headlamp circuit, thus eliminating one fuse. Where current load is too heavy, the circuit breaker rapidly opens and closes, protecting the circuit until the cause is found and eliminated.

Fuses, located in the Junction Block beneath the dash are:

Instrument Lights	3 amp.
Tail Light, Dome Light, Courtesy Light	10 amp.
Radio (Manual and Push Button)	4 amp.
Radio (Wonder Bar)	7.5 amp.
Heater	10 amp.
Air Conditioning (including Heater)	20 amp.
Backup Light-Brake Indicator Light	10 amp.
Power Antenna—Spotlight	15 amp.

Overdrive Fuse—9 amp. Located in the wiring harness on engine side of the dash panel just forward of the instrument panel.

MANUFACTURERS' WARRANTY

It is expressly agreed that there are no warranties, expressed or implied, made by either the Dealer or the Manufacturer on Chevrolet motor vehicles, chassis or parts furnished hereunder, except the Manufacturer's warranty against defective materials or workmanship as follows:

"The Manufacturer warrants each new motor vehicle, including all equipment or accessories (except tires) supplied by the Manufacturer, chassis or part manufactured by it to be free from defects in material and workmanship under normal use and service, its obligation under this warranty being limited to making good at its factory any part or parts thereof which shall, within ninety (90) days after delivery of such vehicle to the original purchaser or before such vehicle has been driven 4,000 miles, whichever event shall first occur, be returned to it with transportation charges prepaid and which its examination shall disclose to its satisfaction to have been thus defective; this warranty being expressly in lieu of all other warranties, expressed or implied, and all other obligations or liabilities on its part, and it neither assumes nor authorizes any other person to assume for it any other liability in connection with the sale of its vehicles."

"This warranty shall not apply to any vehicle which shall have been repaired or altered outside of an authorized Chevrolet Service Station in any way so as in the judgment of the Manufacturer to affect its stability and reliability, nor which has been subject to misuse, negligence or accident."

The Manufacturer has reserved the right to make changes in design or add any improvements on motor vehicles and chassis at any time without incurring any obligation to install same on motor vehicles and chassis previously purchased.

TIRE AND BATTERY WARRANTY

The battery furnished with your Chevrolet carries a separate Warranty and your Chevrolet dealer will gladly assist you in registering it with your nearest agent.

The tires furnished with your new Chevrolet are warranted by the Tire Manufacturer and are not required to be registered. All adjustments are made by the Tire Manufacturers Retail outlets on a wear basis.

OWNER SERVICE POLICY

Upon delivery of your new Chevrolet, you received an Owner Service Policy which you should read carefully. Keep this policy with your car during the Warranty period as it serves to introduce the Owner to any Chevrolet dealer.

***Owner's Manuals
Service Manuals
Vintage Ads
and more...***



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